



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 27, 2018
Person Contacted: Mr. Dave Stoik (Chief Pilot, Skydive Monterey)
NTSB Accident Number: WPR18FA112

Narrative:

The following is a synopsis of the information provided by Mr. Stoik in an in-person conversation on this date:

- The conversation was held at the location that Mr. Stoik witnessed the accident
- Also present were two inspectors from the FAA SJC FSDO
 - Inspector Wilbert Robinson
 - Inspector Kenneth Greenwell
- The accident airport was KOAR
- The location was at the Skydive Monterey hangar main door
 - That location was 1,545 feet, 274° True from the impact location
- Mr. Stoik was walking ESE along the hangar door line
- His attention was drawn to the airplane by the sound of the engine at a high rpm
- He looked up and saw the airplane in an extremely steep nose-up pitch attitude
 - He estimated the pitch attitude as 60° - 70° ANU
 - He immediately thought or exclaimed that the airplane was going to crash
 - The landing gear was not extended
 - He estimated that the airplane was situated somewhere between the 29 threshold and taxiway C
- The airplane was in a climb along runway 29, and reached a height he estimated as 150-200 ft agl
 - Visually, the airplane was positioned just above the upper profile line of a distant ridgeline
- The airplane then leveled out (in attitude and flight path) for a short distance/time
 - The airplane appeared to have a very low forward speed, which he estimated to be about 40 knots
- The airplane then began to pitch nose down and descend slightly
- About the same time, it began to rotate left in yaw and increase nose down attitude

- The left yaw continued for about 180°, so that the airplane was facing back towards the 29 threshold
- The left wing then dropped rapidly so that the airplane was re-oriented to an extreme nose-down attitude
- The airplane descended in a near-vertical nose-down attitude, in a near-vertical trajectory
- The airplane continued to rotate slowly in its roll axis
- The airplane struck the ground southwest of the intersection of the runway and Taxiway C[harlie]
- A fire began immediately
- Mr. Stoik jumped in his truck and drove to the site, but was unable to assist the pilot
- Mr. Stoik has observed this airplane several times at KOAR
 - About 3-4x per month in the recent past few months
 - The airplane was always observed to taxi back for takeoffs, instead of conducting touch and goes
 - No other takeoffs of this airplane were observed to be unusual
- Mr. Stoik did not know whether the airplane had landed at KOAR prior to the accident, or whether the pilot was conducting a low/missed approach on this date
- He also noted that the airplane handling typically seemed good/normal, but that the pilot's radio communications were "poor"